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The largest stock and greatest assortment of

**Surreys, Phaetons,
RUNABOUTS,
BUGGIES, etc. . .**

Ever shown in the Hawaiian Islands.

Sole Agents for

O'BRIEN & SONS' PATENT T SPRING RUNABOUTS, H. H. BAB-
COCK COMPANY'S HIGH-GRADE VEHICLES.

We have also a new line of

Trucks, Drays, Express

AND

**DELIVERY WAGONS, FARM
WAGONS, DUMP CARTS,
DUMP WAGONS, GEARS,**

Built expressly for the Island Trade.

FULL STOCK OF SINGLE AND DOUBLE HARNESS, HACK
HARNESS, TRUCK HARNESS, WAGON AND CART HARNESS.

**Pacific Vehicle & Supply Co.,
LIMITED.**

DAY BLOCK.

BERETANIA STREET.

Holiday Goods...

Ebonoid Ware

Sterling Silver Mounted.

Cameo and

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Honolulu Drug Co.,

Von Holt Block, King St.

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OTTO A. BEIRBACH.

Christmas....

PRESENTS

**Iridium Panels
(VIEWS)**

Something New in
High Class Color Works.

INSTANTANEOUS PORTRAITS

IRIDIUMS,
BASS RELIEF,
CARBON and
PLATINUM.

Special attention given to COPYING
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Mott-Smith Building, Corner of Fort
and Hotel Streets.

America's Greatest

5c. CIGAR. 5c.

"FONTELLA."

A snappy smoke for snappy people.

On sale at Hawaiian Tobacco Co.'s Stores, corner Mer-
chant and Nuuanu Sts.; and Hotel, opp. Bethel St.

WELLMAN PECK & CO., DISTRIBUTORS.

Read the Advertiser.



The delayed steamer Elihu Thomson arrived in port early yesterday morning from Seattle, having been fourteen days on the trip. She was kept back by stormy weather during the first few days of her voyage, and had a hard time of it working her way in heavy seas and against headwinds. It is highly probable that the Thomson will run regularly between this port and the Coast, and that she will also do something in the passenger line. She brought fifteen passengers with her on this trip. She has, in fact, established a rate of \$50 for first-class passenger passage.

The Elihu Thomson left Seattle on November 18. Shortly after her departure she ran into a severe storm and gave the passengers all they wanted in the way of an exciting time. Although the beer famine was relieved the latter part of last week by the arrival of the St. Katherine and other vessels from the Coast, the Elihu Thomson has come in time to bring enough beer to prevent the recurrence of the famine for some time at least. She brought of beer, in barrels and bottles, 2,500 barrels.

About fifty tons of frozen meat was also brought in the hold of the Thomson. The establishment of a cold storage service between this port and Seattle has materialized with the arrival of the steamer.

The Thomson's cold storage capacity is about 350 tons. She is owned by the Pacific Cold Storage Company, of Tacoma.

Captain Whitney commands the Elihu Thomson, and says that the steamer is all right in good weather and bad weather alike, the statements of seafaring passengers to the contrary notwithstanding.

On Friday or Saturday the Thomson will leave for Seattle, carrying passengers, but no mail, as the Coptic sails for the Coast on Saturday.

TROUBLE ON THE PLANTER.

Yesterday morning the crew of the barkentine Planter, which arrived from San Francisco last week, gathered up their bundles and refused to work on the discharge of the vessel's cargo. Genial and ever-considerate Captain McNeil let the men go their separate ways, and hired a native crew to work the cargo. It seems that a couple of sea lawyers aboard the Planter had done their best throughout the voyage from the Coast to make the sailors dissatisfied with everything and everybody, and that they were responsible for the wholesale desertion of the crew in this port.

A CANNIBAL CREW.

SAN FRANCISCO, Nov. 15.—Tales of cannibalism and the massacre of blacks on the savage islands of New Britain, New Ireland, the Solomons and the Admiralty group have been brought to civilization by the little schooner Mascotte, which docked late yesterday afternoon at Howard wharf. Eighteen former cannibals, some brown, some black as night, stood at the rail of the schooner as she passed up the bay and gazed in astonishment toward the shore. For the first time in their lives they looked upon fleets of big ships and massive buildings that seemed to cover all the land. The whistling of tug boats and the churning of sidewheelers came before their vision like the opening of another world. The utter indifference that has characterized them since they were taken in hands a few months ago by Captain Mecco of the Mascotte disappeared as the strange sights and sounds fell upon them, and in the guttural tongue of the man-eater they spoke one to the other and pointed at the wonderful objects.

Long after the Mascotte's lines were fast the blacks remained at the rail. They were bashful when men showed an inclination to give them close inspection, but when a small boy approached the side of the schooner a dozen of the ex-cannibals evinced a lively interest in him, beckoning to him to come aboard. The little fellow did not show a reciprocal spirit and walked away. Tobian, the 16-year-old son of the chief of Matupi, was disappointed and jumped back to the deck from a position he had reached on the railing in his desire to get acquainted with the white boy. Amazing as the waterfront appeared to these men from the cannibal islands, they have yet to mix in the great crowds on the streets up town. Cable and electric cars and a locomotive they have not yet seen.

Captain Mecco, who is a slender young German, went out to the islands of the Bismarck archipelago two years ago to engage in trading and has had thrilling experiences. But he is going back. The cannibals of the Admiralty islands have said that they will eat his body for the punishment he has inflicted upon them, but Captain Mecco laughs. Down in the cabin of the Mascotte, which has been pierced with rifle balls, is a veritable arsenal. There are Remington rifles of the largest caliber, racks full of Mausers and a supply of revolvers. Every gun and every revolver has probably killed a cannibal. Some of the six white men on the Mascotte have brought back spears, with which Captain Mecco was attacked, and grotesque masks which were picked up in the villages of the man-eaters when the blacks fled before the handful of the Mascotte's men who were determined to land upon one of the islands. In strange contrast with the rifles and the relics of cannibalistic warfare, the Mascotte's cabin has portieres and portraits of civilization's celebrities and a fringed table cover of handsome pattern.

Captain Mecco chatted of his South Sea island experiences as the Mascotte went up the bay under her own power. The schooner is supplied with a gasoline engine, used as an auxiliary power when the wind is light. The engine is, however, in need of an overhauling and it is for this reason as well as to make improvements to the vessel that Captain Mecco has brought the Mas-

cotte across the ocean a distance of 8,000 miles from the island of Matupi. Although the engine propelled the vessel along satisfactorily as she passed up on the flood tide, its weakness became apparent when the captain attempted to pass in on the south side of Howard wharf to the berth that had been assigned to him. The tide caught the schooner and swung it heavily against the stern of the transport Sheridan, scraping off the fresh white paint of the transport and threatening to carry away the schooner's rigging. Half a dozen painters who were on the platforms over the side of the Sheridan near the water's edge scrambled for their lives to the deck of the schooner, spilling their pots of paint on the deck and causing the frightened blacks of the crew to scamper forward. Then Captain Mecco burst into a torrent of anger. The engine failed to reverse and the tide was rapidly swinging his vessel around over the sharp propellers of the big transport. It was a time for quick commands and quick obedience.

"Here, you blooming cannibals! You man-eating niggers! Get into this boat and hurry a line to that light—and that head line—you blithering blacks, hurry up!" The captain's words were punctuated even more pointedly, and one lusty ex-cannibal with mutilated ears received a sudden impetus as he slouched past the energetic skipper. The black man alighted at the bottom of a short stairway and picked himself up without so much as looking around to see what had caused his sudden burst of speed. The big German bos'n and the German second mate finally had the lines out, the first mate being down in the engine-room, and with the assistance of the launch Sybil the Mascotte was warped into her berth.

The Mascotte was built by Captain Matthew Turner at Benicia three years ago, and was taken to the South Seas by Captain Swarting, who died soon after arriving there. "I took the schooner soon after Captain Swarting's death," said Captain Mecco, "and have had a lively two years of it. The vessel is owned by the German firm of Hensheim & Co., which has about thirty trading stations in the Bismarck archipelago, taking in the Solomons Islands, some of the Marshall Islands, the Admiralty Islands, and a portion of New Guinea. Matupi, in the New Britain group, is the headquarters for the Mascotte. Some of the islands are still savage and missionaries cannot get a foothold. I think a missionary would last about two hours on the Admiralty or Solomon Islands. On the 29th of last August I sailed from Matupi for the island of Komuli, in the Admiralty group, to take supplies and get the produce gathered up by the company's trader there, H. Matzke. As I neared the shore I saw three canoes sailing away, which aroused my suspicion. Getting closer I saw that all the copra houses were open, and that there was no sign of life around. After landing, however, rifle balls were fired at us from fairly close range by savages, who were out of sight. The mainsail was perforated, the after rail was splintered, and very little of the schooner escaped being struck. In spite of this I landed in a small boat, the savages taking to their heels. Near the spot where the trading house had stood I came up on the remains of a fire, and in the ashes were Matzke's bones, which had been picked clean. The bones of several black boys who had been in Matzke's employ were also there, the cannibals liking the flesh of one another as much as that of foreigners. I have been told by them, however, that the flesh of a white man is rather too salty to be tasty. But at any rate, Matzke was devoured by the savages.

The murder of the agent and the destruction of all of its property was more than our firm could stand, and I went to Isual, in the Caroline group, where I was fortunate in finding the German cruiser Seeadler. This cruiser and the Mascotte went direct to Komuli and made things interesting for the cannibals. We counted the bodies of 150 savages after we had landed who had been killed by the rifle fire and the shells from the cruiser. A shell would burst in the midst of a group of blacks, killing every one of them. Those near by would keep up a show of bravery by hurling their spears toward us, as if the weapons could cover the distance. The natives who were not killed took to the interior, and we landed a party and burned 150 small villages. It was a terrible revenge, but was needed. It requires something like that to make those murderous cannibals respect you. Later, the trading station was re-established and the blacks are well behaved. Last June I was sent by the firm to Maty Island for the purpose of establishing a station, but as I approached shore in a dingy, with two traders and the supercargo, hundreds of natives attacked us with spears. They were ferocious in their desire to kill us. It was necessary to shoot to protect ourselves. Not one of those cannibals had ever heard the report of a musket, and when one of their number fell struck by a bullet, the astonishment of his companions was worth seeing. We killed five of them and the whole pack, numbering 2,000 or 3,000, fled to the interior. We made no landing, however, but succeeded two months later in establishing a station on the island."

SHIPPING NOTES.

It is announced by Wm. G. Irwin & Company that the steamships Alameda and Mariposa will be put on the run between San Francisco and Honolulu, regularly, after certain essential alterations and improvements have been made. Round trips will be made every two weeks. In this way there will be just twice as desirable a service as there is at present.

Pilot Captain Sanders was taken to the hospital yesterday morning. He has not been well for several days and was so much worse yesterday that it was considered advisable to remove him to the hospital for treatment.

The steamer Nihau took aboard some heavy machinery from the Planter yesterday morning for the McBryde plantation at Elele.

The O. & O. S. S. Doric is due today from San Francisco with eight days' later news and mail.

The I. I. S. W. G. Hall will arrive from Kona ports this morning. The Mauna Loa came off the marine railway yesterday, having undergone a thorough overhauling.

Something of a hay famine in Honolulu was threatened until the schooner Aloha and the bark St. Katherine arrived from San Francisco, each with considerable hay.

Shipping men prophesy that at this time next week all the docks along the waterfront will be occupied.

There are many vessels overdue from the Sound and San Francisco and a good number will undoubtedly arrive this week.

Although under ordinary circumstances, the steamer Helene, which left here for Laysan Island for a load of guano on November 3, would have returned by this time, no anxiety is felt by her owners owing to the fact that severe weather has prevailed of late and

the steamer has probably found it difficult to load a cargo.

Not until after the first of the year will Professor Ingalls, gauger for the customs department, assume his new duties as tea-taster. As gauger and tea-taster combined, the professor's salary will be raised from \$1,800 per year to \$2,100 per year. He has sent for instruments with which to test the tea.

The gasoline schooner Surprise sails this afternoon at 5 o'clock for Kauai ports.

The Kihau sails as usual from the Wilder wharf for Hilo and way ports at noon today.

The Claudine leaves at 5 o'clock this afternoon for Kahului and way ports. The Mikahala departs for Kauai ports at 5 p. m. today.

The Coptic will take the next mail to the Coast from this port on Saturday next.

VESSELS IN PORT

ARMY AND NAVY.

U. S. Tug Iroquois, Pond. Midway Isl. and, August 5.

MERCHANTMEN.

(This list does not include coasters.)

Aloha, Am. schr., Fry, San Francisco, December 2.

Bossuet, Fr. bk., Londonier, Nantes, November 18.

Bangor, Am. schr., Aspe, Lahaina, December 2; off port.

Elihu Thomson, Am. s. s., Whitney, Seattle, December 3.

Enterprise, Am. schr., Sydney, San Francisco, August 28.

Planter, Am. bk., McNeil, San Francisco, November 2.

George Curtis, Am. sp., Calhoun, San Francisco, October 30.

James Nesmith, Am. sp., Warner, Newcastle, November 30.

J. C. Glade, Ger. bk., Stege, Bremen, November 28.

Jabez Howes, Am. sp., Clapp, Tacoma, December 2.

Kennebec, Am. sp., W. F. Lewis, Newcastle, October 31.

Prince Victor, Nor. bk., Sorenson, Newcastle, November 19.

St. Katherine, Am. bk., Saunders, San Francisco, November 29.

Wm. G. Irwin, Am. brig, Genereaux, San Francisco, November 29.

VESSELS EXPECTED.

Vessel. From.

Pooning Suey, Am. bk., New York

Nuuanu, Am. bk., New York

Henry Felling, Am. sp., New York

Henry Villard, Am. sh., Savannah

Ventura, Br. bk., Antwerp

Marie Hackfeld, Ger. sh., Bremen

Energia, Br. stmr., Hongkong

J. J. Fuller, Am. sp., Nagasaki

Lettie Bennett, Am. sch., Hakodate

Novelty, Am. schr., Nitrate Ports

J. D. Tullant, Am. schr., Nitrate Ports

W. H. Macy, Am. sh., Seattle

Hayden Brown, Am. bk., Newcastle

Lyman D. Foster, Am. sch., Newcastle

John C. Potter, Am. sp., Newcastle

Robert Searles, Am. sch., Newcastle

Wachusett, Am. sp., Newcastle

Perseverance, Br. sp., Newcastle

Prince Albert, Nor. sp., Newcastle

Ancenis, Br. sp., Newcastle

Fantasi, Nor. bk., Newcastle

Invincible, Am. sp., Newcastle

Wrestler, Am. bk., Newcastle

Drumbrunt, Br. sp., Newcastle

Alex. McNeil, Am. bk., Newcastle

Balkamah, Br. sp., Newcastle

Chellah, Am. bk., Newcastle

Rehland, Ger. sp., Newcastle

Irby, Br. sh., Newcastle

Mary A. Troop, Br. bk., Newcastle

Snow and Burgess, Am. bk., Newcastle

Bennore, Nor. bk., Newcastle

Lady Palmerston, Nor. bk., Newcastle

Marion Lightbody, Br. sh., Newcastle

Eng. Odderajaa, Nor. sh., Newcastle

Palmyra, Am. bk., Newcastle

J. L. Stanford, Am. bk., Newcastle

Seminole, Am. bk., Newcastle

Honolulu, Am. sch., Newcastle

Addenda, Am. bk., Newcastle

Echo, Am. bk., Newcastle

Falls of Garry, Br. sh., Newcastle

Churchill, Am. sch., Newcastle

Battle Abbey, Br. bk., Newcastle

Drummulr, Br. sh., Newcastle

Cleaner, Am. bk., Newcastle

Sonoma, Am. bk., Newcastle

Robt. Sudan, Am. bk., Newcastle

Alta, Chl. bk., Newcastle

Star of Bengal, Am. bk., Newcastle

Big Bonanza, Am. bk., Newcastle

Omega, Am. bk., Newcastle

M. P. Grace, Am. sh., Newcastle

Lyman D. Foster, Am. sch., Newcastle

Encore, Am. bk., Newcastle

Honolulu, Am. sch., Newcastle

Muriel, Am. sch., Newcastle

City Adelaide, Br. bk., Newcastle

Hesper, Am. bk., Newcastle

Himalaya, Am. bk., Newcastle

Mary A. Troop, Br. bk., Newcastle

Jas. Drummond, Am. sh., Newcastle

Notice to Shipmasters.

U. S. Branch Hydrographic Office, San Francisco, Cal.

By communicating with the Branch Hydrographic Office in San Francisco, captains of vessels who will co-operate with the Hydrographic Office by recording the meteorological observations suggested by the office, can have forwarded to them at any desired port, and free of expense, the monthly pilot charts of the North Pacific Ocean, and the latest information regarding the danger to navigation in the waters which they frequent.

Mariners are requested to report to the office dangers discovered, or any other information which can be utilized for correcting charts or sailing directions, or in the publication of the pilot charts of the North Pacific. C. G. CALKINS, Lieut.-Comdr., U. S. N., in Charge.

NERVE FOOD

If you have neuralgia, Scott's emulsion of cod-liver oil will feed the nerve that is crying for food—it is hungry—and set your whole body going again, in a way to satisfy nerve and brain with your usual food. That is cure.

If you are nervous and irritable, you may only need more fat to cushion your nerves—you are probably thin—and Scott's emulsion of cod-liver oil will give you the fat to begin with.

Cure, so far as it goes. Full cure is getting the fat you need from usual food, and Scott's emulsion will help you that.

Get a bottle to try, if you like.

LET SCOTT'S EMULSION be your friend. New York

days.

A New Roof
Cooling Compo
ARABIC

Reduces the temperature fully 10 degrees. Is used instead of paint on CORRUGATED IRON, ROOFS AND BUILDINGS. Samples of this preparation and its works, can be seen at

California Feed Comp
AUTHORIZED AGENTS
For the Hawaiian Islands

**SPECIAL
SALE**

A WHOLE WINDOW
FULL OF

Mandolins

—AT—

\$2.50 Each.

GUITARS.....\$4.00

BANJOS.....5.00

VIOLINS with

Bow, Rosin, etc. } 7.50

Everything Else in Proportion.

SEE THEM IN OUR
WINDOW.

Bergstrom Music Co.,
FORT ST. TEL. 221

**Plumbers'
Supplies**

To suit the purchaser.

Patent Washout Closets.

Enameled Lavatories.

Enameled Sinks, assorted sizes.

Enameled Urinals, assorted sizes.

Galvanized Steel Sinks, assorted sizes.

Lead Pipes, assorted sizes.

Lead Traps, assorted sizes.

Galvanized Iron Pipes, assorted sizes.

Pipe Fittings, assorted sizes.

Pig Lead, Calking Lead; Solder, large quantities.